FIFTY-EIGHTH YEAR

26 PAGES

SATURDAY JANUARY 16 1909 SALT LAKE CITY UTAH

SEVENTY-ONE PERSONS KILLED ON RIO GRANDE

Fifty Badly Injured, Thirty of Whom Will Probably Die Chair Car Was Scene of Greatest Slaughter-Relief Train With Wounded Delayed by Derailed Car-Train No. 5 and Double-Header Freight Collided at Dotsero, Twenty Miles from Glenwood Springs-Collision Worst in Railroad History.

will probably die. That is the record of the wreck of the Denver & Rto grande passenger train No. 5, near potsero, 20 miles from Glenwood springs, according to a long distance dephone message from Glenwood

springs this morning. To add to the horror of the wreck the second relief train, loaded with inared on its way to Glenwood has been tied up by the derailment of some freight cars. The first relief train, waring a number of the more slighty injured reached Glenwood this norming bringing reports of the wreck, hich appears to have been the worst the history of railroading.

Most of the slaughter was done in be chair car. Of 69 passengers in at coach, 68 are said to have been glied. The one human being to esmpe was a six-year-old girl, who was ound under the dead body of her nother, and is too dazed even to rember her name, farther than it is

No further identification of the dead have been made, according to the reports reaching Glenwood. The dead are in many instances so horribly methated that identification will be ery difficult.

THE COLLISION.

Glenwood Springs, Colo., Jan. 16.— Fity are reported killed and 30 in-jared, some fatally, in a head-on-col-lism of Denver & Rio Grande train No. 5, and a double header freight at judsero, 20 miles east of here at 10:30 at night. It was from the chair car that the dead were taken and 20 bodies ave been recovered so far.

DEAD.

Gus Olsen, Engineer on the pas-eggr train, Salida. Forty-nine passengers, names un-

KNOWN INJURED.

sig. Olsen, engineer on freight train; sdy injured, may die.
J. T. Jeffray, engineer on the second reight engine, badly injured, may die. Thirty passengers, name not known. All the sleeping cars remained on the rest and no one in them was in ck and no one in them was in-

a partial list of injured follows: John Rosso, laborer, Cleveland, Ohio. Thomas Elliott, Pendleton, Iowa. W. Adair, Ravenna, Ohio.

W. Adair, Ravenna, Onto.
T. B. Miller, Denver.
Mra G. Bjanke, Wapolin, Mo.
Charles P. Mance,
Mrs. Charles P. Mance.
William Barber, Anthony, Kan.
J. H. Hayden and child, Buffalo,

Mrs. Nelle J. Morton, Standish, Cal. Mrs. Nelle J. Morton, Standish, Cal. Mrs. A. W. McCauley and child. W. C. Moxey, Los Angeles. . Thompson, Bookens, S. D.

Chandler, Denver. Clarence Vassau, Middlebury, Vt. Among those who were on the train ad escaped are:

Mrs. C. H. Wallace, Grand Junction, Mrs. Sarah McClean, Grand Junction, Mrs. E. P. Robinson and two chil-

MR. E. P. Robinson and two chil-ren. Grand Junction.

Ernest Kilpatrick, Grand Junction.

Dr. Charlotte Hall, St. Paul.

Emma Strafford, Cleveland, Ohio,

Mary E. Spear, Cleveland, Ohio,

M. E. L. Roff, Winside, Nebraska,

High Gregg and family, Harrisburg,

llinois.

W. G. Maxey, 1247 Walnut street, Los D. E. Cannon, Twin Falls, Idaho

THE CRASH.

The passenger train crashed into the sad engine of the freight train going cross a switch at Dotsgro, which is a lind siding. The chair car was teleed and the first passenger coach

was from the chair car that the ad were taken. Twenty bodies have an recovered. It is said that not a els person in the day coach es-

ager details have been received. The relief train will probably a here with the dead some time as impossible to carry the wound-ound the wreck. This delayed the

to the passengers for more than be pasenger train is said to have a going at a good rate of specific it reached the siding at Dotsero, and supposed that the engineer of the senger thought that the freight had sed to the siding and was going rapidly to stop his train when he

penver, Colo., Jan. 16.—Seventy-one penver, Colo., Jan. 16.—Seventy-one tead, 59 injured, at least 30 of whom attached to the passenger train was demoished and the chair car and passenger coach were turned on their sides and shattered.

With the arrival of the relief train

With the arrival of the relief train from Glenwood it was possible to start the work of taking out the bodies. PINNED UNDER WRECKAGE.

The injured were pinned under the wreckage and the heroic work of the passengers of the rear cars saved many lives. Some of the injured are terribly mangled, and the death list, it is feared, will be greatly increased.

Train No. 5, which was wrecked, left Denver this morning and was due here at 10:20 tonight. The train was well filled with passengers, many of whom

at 10:20 tonight. The train was well filled with passengers, many of whom were to get off at this point.

Dotsero is a blind siding, with no station and no telegraph office.

When the relief train reached the scene it was found that the long string of feetight cases on the freelyth train.

of freight cars on the freight train were in the way, and the only way they could be disposed of was to back them to Shoshone, eight miles from the So far as could be learned up to a late hour this afternoon, there were no Salt Lakers injured in the wreck,

no Salt Lakers injured in the wreck, and perhaps no local people aboard. The Rio Grande offices have received no information concerning any resident of this city who was probably aboard the ill-fated passenger train, nor had any inquiries been made by the families of such if there were any. The D. & R. G. train connecting with the wrecked train should have arrived in this city about 11:15 this morning, but information was had that the train had been annulled, and that the connecting train would not reach this city earlier than 3:20 this afternoon.

reach this city earlier than 3:20 this afternoon.

"I missed that wreck by a hair's breadth," said J. S. Misstet in the offices of the Union Pacific uptown ticket office this morning. Mr. Misstet was purchasing a berth on the evening train for California, and arrived in this city over No. 3 which arrived at S:15 this morning. "I fully intended taking D. & R. G. No. 5 out of Denver," said the gentleman, "and only a pressing business engagement kept me from catching the train, I then took the Union Pacific, and upon my arrival here found I had missed one of the greatest calamities of the one of the greatest calamities of the

times."

The latest bulletin on the wreck places the number of dead at 71 and those injured at 50.

16 —According to in-

those injured at 50.

Denver, Jan. 16.—According to information received here the wreck was caused by the failure of Engineer Gus Olson of the passenger train to correctly read the time indicated by his watch. When nearing Dotsero, Olson looked at his watch and read the time to be 9:45 p. m. It was then 9:50. Thinking he had plenty of time to make the next siding below Doterso he pulled the throttle of his engine wide open and was making 45 mlles an hour on a down grade when he collided with the freight which was laboriously climbing up the hill under a full head of steam of two big engines. big engines

When the passenger did not stop at jumped to the bell cord and signalled to Engineer Olson to stop.

DETAILS LACKING.

Denver, Col., Jan. 16.—At the office of General Manager Ridgeway of the Den-yer & Rio Grande railroad it was stated this morning that reports received here show that the list of dead in the wreck near Dotsero will number 23 and the injured from 25 to 30. No details have as yet been received,

WHO IS RESPONSIBLE?

The occupants of the Pullman cars performed valiant service in caring for the dead and injured and worked througholut the night at the task. Just who is responsible for the accident is not known at this time for every member of the three engine crews is injured, some of them badly, and have not been interrogated in the matter. It is known, however, that the freight was in the act of taking the siding on orders to allow the passenger train to pass but had only placed half its train upon the side track when the passenger came tearing along and plunged into it. As far as can be learned, there was no noticeable effort on the part of the passenger engine crew to check the onward rush of the train, they apparently having no suspicion that the whole length of the freight had not passed into the the freight had not passed into the

siding.

The list of injured members of the train crew, nearly all of whom were hurt, as given out by railroad officials includes Engineers Jeffry, Gus Olsen and Sig Olsen, Conductors McCurdy and Cope. The three firemen are said to be among the most seriously hurt, but their names are not known here.

ST. AGATHA SAID TO HAVE APPEARED AT CATANIA

Calania, Jan. 16.-For two days the palace of Catania has been in a state Strat excitement over a report that apparition of St. Agatha, the proress of the town has been seen he summit of Mount Etna.

hose who say they saw the specier are that the vision seemed to them encloped in thin vaporous clouds with which shone rays of dazzling while her right hand was extendstatection over Catania. Because long reports the belief has spread Catania was saved from the earth-

persons assembled in the a the roofs of houses gaz-i Etna waiting for the vi-lear. Many of them say he smoke from the volcano set and the sun was shining on the glittering snow they Asaiha fall upon her knees. When you are their states for their sins, the of Genoa arrived home.

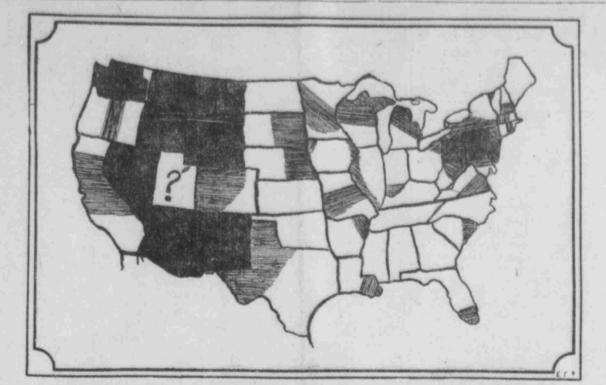
d Genog arrived here yes-isted the hospitals, where words of consolation to

CHICAGO SOCIETY ECLIPSES ITSELF

Chicago, Jan. 16.-Chicago society eclipsed itself last night and early today at the Bachelors and Benedicts' ball. The affair, taking place as it did of the old mid-winter cotilion, the big dance of the closing season, was the weirdest and most fantastic social event ever held in the city.

"The electrical favor" had its coming out party in fantastic lighting and scenic displays on which thousands of dollars were spent. The apparatus alone cost \$4,000 and 10 men were necessary to work the big spot and novelty lights which cast their weird reflections about he great hall.

The "stunts," and there were more than 20 of them, were the most fantasic and novel ever introduced by society in Chicago Weird, monstrous snakes crept about the great ball room floor while lightning crashed and thunder roared. Whirling, seething curtains with snake-fike motions would fall from the coiling draping the dancers in their meshy coils, while vari-colored kalei-doscopic lights threw fantastic light on descopic lights threw fantastic light on the scene. Long Italian gondolas, lit by tiny incandescents, swept across the floor, while Venetian singers, standing in their interior, sang love ballads. Then the scene would change and the sumptuously dressed women and their companions would be changed into a blinding maze of brilliant vari-colored blinding maze of brilliant vari-colored



WILL THE LEGISLATURE REMOVE QUESTION-MARK, MAKE ONE PURE WHITE SPOT INTHE MIDST OF THIS BLACK BLOTCH ON THE WEST-ERN STATES, AND HELP UTAH TO MAINTAIN HER SELF-STYLEDTITLE

"UTAH THE QUEEN OF THE WEST."

Provo, Jan. 15.-Editor Descret News: Enclosed find a sketch (with apologies to last Saturday's News) which you are welcome to use if you wish. Nothing is of more importance to Utah today than the prohibition movement. If I can do anything to urge the state legislature to place Utah where she belongs I would be very glad to do so, E. D. PARTRIDGE, B. Y. U., Provo.

IS VINDICATED

Hains Says by Acquitting Him Jury Placed it High Above New York's Written Law.

-Will Write a Novel on The Subject.

New York, Jan. 16 .- Thornton Jenkns Hains, acquitted yesterday of complicity in the murder of William E. Annis, will spend today in rest at a local hotel, with his father and mother, Gen. and Mrs. Peter C. Hains. As short story writing is his profession, Hains says he will get to work immedately, that is, just as soon as he has completely recovered from the effects of the trial and his imprisonment. His trial, it is said, will make the basis of a novel on the "unwritten law" concerning which he is quoted as follows:

"Do you know what stands out forelost in the mind from the background of my trial? This: that the jury, by acquitting me of criminal responsibility for the death of Annis, has placed the 'unwritten law' high above the written law of the state of New

"I purpose to devote much of my time in the immediate future to writ-ing a series of articles embodying that thought. I intend also to write novel having for its theme the 'un-

a novel having for its theme the 'unwritten law'.

"Clearly also, if I am guiltless, my
righteousness of the 'unwritten law' by
finding me not guilty. That must be
obvious to every mind that had followed the testimony and grasped the significance of the verdict in co-relation
with the Judge's charge.

"Clearly also, if I am guiltless, by
brother is guiltless. Should he now
be tried, there is no doubt in my mind
that he will be acquitted."

MAY RETIRE COL. TUCKER.

Washington, Jan. 16.-Col. William F. Tucker, assistant paymaster-general, a son-in-law of the late John A. Logan has been ordered before an army retiring board at Chicago for examina-tion to determine his fitness for active duty. Col. Tucker is still at Ho Springs, Ark., where he was ordered for treatment.

DIVISION MEET OF PHILIPPINE ARMY

Manila, Jan. 16.—The division meet which came to an end this afternoon which came to an end this afternoon was the largest and most successful ever held by the army in the Philippines. The closing of the meet included a review of 2,500 troops by Brig.-Gen. Tasker J. Bliss and the distribution of prizes on Pasay field. The department of Luzon captured a first place and the department of Mindanso was second. Troop L of the First cavairy, won the cavairy cup and company F of the Thirteenth infantry, carried away the infantry cup. away the infantry cup.

CALIFORNIA STORM CONDITIONS IMPROVED

Sacramento, Jan. 16.—There is considerable improvement in the storm conditions here. The Sacramento river now registere 27.5. and is rising. The American, which went on a rampage Thursday and carried away the Southern Pacific and Western Pacific bridges, is falling rapidly.

From Red Bluff to a point 50 miles south according to the reports of the local weather bureau, the Sacramento is from two to four feet above the ficod stage.

from two to four feet above the flood stage.

It rained 8.00 inches at Kennett during the night. It is not raining in Sacramento today, although it is threatening.

From down-river island district the reports are reassuring, and it is declared that unless there is an unprecedented rise in the river the levees will withstand the strain. They can stand from six to eight feet higher water. The Sacramento city levees are from six to eight feet higher than the flood stage of the river. No fear of inundation is entertained. Railroad conditions are much better. The Southern Pacific will resume its eastern service at once, using the Northern Electric bridge over the American, and it is expected it will be able to get trains through on the east side of the valley by Sunday or Monday. No perishable freight will be accepted for some days. Sunday or Monday. No perishable freight will be accepted for some days.

NO STATEHOOD AT IFLOOD HAS NOT

Many Delegations from New Mexico and Arizona Learn That Fact in Washington.

WHAT HE DEDUCES FROM IT. | SENATE LEADERS' DECISION.

That if He is Guiltless so is His Brother | Those Who Have Discussed Subject Differ Widely as to Qualifications Of Territories for Statehood.

> Washington, Jan. 16.-Numerous delegations from New Mexico and Arizona, which have come here to press the claims of those territories for statehood, have learned that the senate leaders do not intend to permit the statehood bill to pass at the present session. This decision has been reached at an informal conference of the senate leaders.

It was said that there was not time enough remaining of this Congress to enact the necessary legislation. Statehood measures invariably provoke prolonged discussion.

the fact that members who have discussed the qualifications of these territories differ widely as to the character of the population and its ability to carry the responsibilities of statehood. It is said that there are a number of questions to be settled which will be answered by the coming decennial census, and many members of Congress therefore urge that statehood be delayed until after it has been taken. Many other members, including Senator Foraker who has been an advocate of separate statehood for them for a number of years, have pointed out with some force that the platforms of both of the great political parties de-clare for statehood for both territories. However, there are only 40 legislative days remaining and practically all of the big supply bills are yet to be passed.

OPPOSITION TO KEEFE AS SARGENT'S SUCCESSOR

Washington, Jan. 16 .- Considerable position to the confirmation of Daniel O. Keere of Michigan, who was nomnated by the president on Dec. 1 to succeed the late Frank Sargent as com-missioner general of immigration, has leveloped in the senate under the leadership of Mr. Gore of Oklahoma. The objection to confirmation advanced by Mr. Gore is the fact that a report hus been made to him by certain labor leaders that Mr. Keefe received the appointment as a reward for breaking with Prosident Gompers, of the American Federation of Labor during the recent presidential campaign.

Some labor laders have gone so far as to send letters to members of Congress charging that Mr. Keefe as a prominent labor leader himself has been a truitor to the cause of labor. Several efforts have been made by Senator Dillingham, chairman of the committee of immigration, to obtain action on this pomination in committee, but thus far he has failed. Senator Gore has given notice of a desire to appear before the immigration committee and to argue his objections to Keefe's confirmation. ership of Mr. Gore of Oklahoma.

\$ WOMEN WANT PROHIBITION

The general officers and board of the Women's Relief society in their regular monthly meeting assembled, passed the following prohibition resolution, Friday, Jan. 15:

Resolved, That we declare ourselves in favor of state-wide prohibition for Utah and use our utmost influence for that purpose, and that we publish this resolution in the newspapers of

Thirty-five thousand women are represented by the general

PRESENT SESSION YET REACHED LIMIT

Sacramento Valley Has Had Six Days Continuous Rainfall.

PEOPLE IN STATE OF ANXIETY

Twenty-four Hours Before Situation Attains Most Serious Height-Detoured Trains Running Well.

San Francisco, Jan. 16.-Northern California awaits with some anxiety today full knowledge of conditions throughout the Sacramento valley after six days of an almost continuous rainfall. Reports from half a dozen towns and cities this morning told of rivers well above the flood stage, of banks and levees taxed to their capacity and of demoralized railroad service. In the official prediction of the weather bureau there is conveyed today a promise of clearing weather, but another 24 hours must elapse before the flood situation attains its

swollen tributaries from watersheds where the precipitation exceeded eight inches during a period of 24 hours renders dubious the prospects for all settlements along the Sacramento river. Kennett, well up on the headwaters, reported the maximum rainfall today, with a rise of 12 feet in the river. The river is three feet above flood stage at Red Bluff and corresponding increases are noted at other points. At creases are noted at other points. At Sacramento the river rose three feet in 24 hours and the flood is still increasing with the danger point less than two feet away. The situation here is relieved by a fall in the American river, which joins the Sacramento just above the city. At Knight's landing there is a rise of one foot and at Munroville the flood increased five feet in the sam

LOSSES ARE TRIFLING. East and north of Sacramento there

East and north of Sacramento there have been interruptions to railroad traffic, but the loss of property has been trifling compared with the records of former years. For a day or two the Southern Pacific will be obliged to divert its overland passenger traffic between Ogden and San Francisco to the San Pedro & Salt Lake Route until regalning the Southern Pacific by way of Daggatt and Mojava. A large force of men is building an emergency route on the Haggin ranch, across the American river from Sacramento, whereby trains may be switched to the tracks of the Northern Electric and enter the city over the bridge ed to the tracks of the Northern Elec-tric and enter the city over the bridge of that company. The passengers de-tained at Roseville were brought to Sacramento and no delays in this route are anticipated when the emergency road is finished.

Traffic conditions on the San Jua-guin and the rost divisions are but its

road is finished.

Traffic conditions on the San Juaquin and the cost divisions are but little affected, but on the Shasta line there are several washouts and half a dozen passenger trains are detained at Redd Bluff. Dunsnulr and Redding. At Coram, near Redding, 125 feet of track was washed out last night and there has been mail for points near the Oregon line during a period of two days. Construction gangs are at work at several points along this division, but the traffic will continue irregular for a day or two.

San Francisco is experiencing temporary shoriage of fresh meat under present transportation facilities. During this season, wholesalers receive the greater part of their supply from Oreson and Nevada, and railroad officials are today devoting no small share of attention to handling cattle trains en

attention to handling cattle trains en

The situation shows improve tonight," said Prof. A. G. McAdie day, "While it is still raining in continue during a portion of the day, I believe that the storm is moving out toward the northeast and that Sunday will be fair."

The detoured Union Pacific and Denver & Rio Grande trains traveling over the tracks of the Salt Lake Route between this city and San Francisco are making good time. The first Southern Pacific train from San Francisco here was reported past Callente this morning, and will arrive in this city tonight. A slight wreck on the Santa Fe at Daggett last night delayed traffic a short time, but the track is again clear and the detour trains in both directant.

DEATH SENTENCE FOR THOMAS VANCE

Convicted Wife Murderer is Ordered to Be Shot on March 12.

NOTICE OF APPEAL IS GIVEN

Stay of Execution for Thirty Days is Accordingly Granted-Vance Not At All Disturbed.

The story of the brutal murder committed by Thomas Vance, when he killed his wife, a year and a half ago, was added to this morning by one of the last chapters, when Judge Armstrong pronounced the death sentence upon him. Under the terms of the sentence Vance is to be shot March 12, between the hours of 10 a. m. and 12

That the sentence of the court will not be executed at that time is a foregone conclusion, as was foreshadowed this morning, when, immediately after the passing of the sentence, Vance's attorney, W. L. Maginnis, gave notice of an appeal, upon which was granted a stay of execution for 30 days. As there is no likelihood that the supreme court will dispose of the appeal within the time of the stay of execution, there will, without doubt, be granted a further delay, pending the outcome of the appeal, so that there is little like-lihood that Vance will be called upon

lihood that Vance will be called upon to pay the extreme penalty of his crime in the immediate future.

Before the passing of sentence this morning, a motion for an arrest of judgment was submitted without argument, and promptly overruled, as was also a motion for a new trial, which was submitted in the same manner.

Vance took his sentence calmly and later at the county jail shook hands all round and smiled as he left with the officers for his cell in the state prison this afternoon.

THOUSAND DOLLARS FOR SUCCESSFUL AERO FLIGHTS

New York, Jan. 16 .- President Cortland Field Bishop of the Aero Club of America, has presented \$1,000 to the club to be divided into four equal prizes and awarded to the pilots of the first four aeroplanes making a con-tinuous flight of at least one kilometer during the current year,

THAW TO GET TRIAL TO DETERMINE SANITY

Nyack, N. Y. Jan. 16 .- Harry K. Thaw will be given a trial in New York City to determine whether he is sane or in sane. An order to that effect was issued today by Justice A. S. Tompkins, to whom an appeal asking for a trial was made by Mrs. William Thaw,

Harry's mother. Under Justice Tompkins' direction Thaw will not be given a trial by jury. Mrs. Thaw's petition requests such a hearing, but as Jurice Mills had already refused to grant a similar request, Justice Tompkins denied that portion of the petition and ordered that the case be heard before a court or judge of New York City, with or without the assistance of a referee, as the trial judge may decide

The questions presented to Justice Tompkins for his decision include the validity of the commitment, the pres-ent mental condition of the prisoner, and whether it is now safe for him

Justice Tompkins decided that he will not consider the question of validity. as that has already been passed upon adversely by Justices Morachauser and Mills and is now on appeal to the appellate division.

The question of Thaw's present sanity, Justice Tompkins says, is entitled to be fairly tried and determined.

AERONAUT WRIGHT IN RAILROAD WRECK

France, Jan. 18.—Orville Wright, the American areoplanist, and his sister, Miss Katherine Wright, and Mrs. Hart O. Berg, wife of the European business manager of the Wright brothers, were in a railroad wreck near Habas, in the Landes, today. None of them sustained injury, but 19 of the passengers on their train were hurt. four of them seriously.

PRIEST GOT DISPENSATION TO EAT 'POSSUM ON FRIDAY

Atlanta, Ga., Jan. 16.-Father Gunn of the Sacred Heart church, was one of the distinguished guests last night at the Taft banquet. Being Friday, like all good Catholics, meat was tabooed for him. But he wired Bishop B. J. Kelley at Savannah and from him obtained a dispensation to eat 'pessum, the pie de resistance at the banquet, and with the more than 500 others, entoyed the dish. others, enjoyed the dish.

SERVIAN CABINET RESIGNS. Belgrade, Jan. 16.—The Servian cabinet for the third time has tendered its

esignation, which King Peter is con-

DEPUTIES NO LONGER Sheriff Sharp this morning made the

announcement that all deputy sheriffs appointed prior to Jan. 4, no longer have any authority as such, as the ap-pointments all stand revoked.

This announcement is made by the sheriff in order to avoid the confusheriff in order to avoid the confu-sion arising from the fact that many deputies have been appointed without pay, at the request of various com-panies, for the protection of property, and the preservation of order on their premises, and that a large number of these are laboring under the belief that the appointments made by Sheriff Em-ery are still in force. ery are still in force.

trains from San Francisco detour via Majave, taking the Salt Lake Route tracks at Colton. Cal., while those from the east begin their journey Call-

BREATHING SPELL FOR LEGISLATORS

After Organization for Session Members Return to Families And Constituents.

ADVANTAGE FOR THE SALOONS

In Membership of Kuchler's Senate Committee They Take Hope for the Future.

Question of Pressing Importance Now Is Whether Senate Will Concur In Plan of Inaction.

With the first week of its career be hind it the Eighth legislative assembly of Utah is today resting on its oars. Good residents of the state's villages and towns, who left their homes a week ago as plain citizens are back again today basking in the titles of "Senator" and "Representative."

In this week important things have been accomplished, that will set the pace in legislative achievement for the whole session. Chief among them perhaps is the achievement of a position as chairman of the senate's committee on manufactures and commerce by Rudolph Kuchler, Senator Kuchler has established himself in a suite in the Wilson hotel, and so far as reported none of the liquor men have raised a wail of disappointment over his appointment

The importance to his position on this committee does not lie in what he will do aggressively on the floor, but rather in the various plausable explanations that are to be expected as to why his committee finds it impracticable to act on temperance legislation Many men, well informed on the ways Many men, well informed on the ways of legislatures, feel that the decisive battle for prohibition is to be fought out on the point of whether or not his committee is to secure a grip upon the bills presented on that subject. It is Senator Kuchler's expectation that the bills will come before him, and the leading question now is as to whether the senate as a whole will concur in this plan.

the senate as a whole will concur in this plan.

President Gardner of the senate, when asked what rule would be followed in assigning bills to committees, said that any member presenting a bill could ask that it go to any committee he especially wished it to go to; and that he was not certain where any particular hill would be in advance of its being presented.

FAVORS SPECIAL JURY.

Senator Carl Barger, a member of the Kuchler committee, said that he did not feel that committee was a proper one to receive the temperance legislation, and that he favored creating legislation, and that he favored creating a special committee to consider it. Senator Kuchler, when doubt was expressed in the "News" as to the ability of temperance bills to escape allve from the private grave yards that is being arranged for them, alleged that the criticism was based on a false statement. This false statement was that he was a clear maker, and he that he was a cigar maker, and he offers the correction that late in 1907 he sold out his interest in the cigar A correction therefore cheerfully made.

LOOK TO THE SENATE.

The senate seems to be the place in which the saloon men expect to see their interests conserved. In the house the judiciary committee has the bills on temperance, and as one has already been introduced it seems that the de-bate on this subject may possibly be precipitated before enough other mat-ters are introduced to make it possible shelve the question in the closing

NO BIG MEASURES YET.

Outside of the temperance bill no important measures are yet before either house. In the house six bills have been brought in, and in the senate the total has reached eight, most of them by Badger. One, by Hulaniski, seeks to appropriate \$3,500 for money spent in the Irrigation congress last summer, and one, by Kuchler, asks for an appropriation of \$5,000 for the wife of a deputy sheriff shot dead while on duty. It is customary to appropriate some amount for such cases, and in the last session a number of such bills were passed.

When the legislature meets Monday afternoon the good roads bills may possibly be ready, and these, it is expected, will prove another source of lively de-bate. When they have been entered, and the capitol building, juvenile court,

and remaining temperance measures are in the big problems of the legislature will be ready for its attack.

The session it is generally conceded will be one of the most interesting in the state's history, and may accomplish more in the shape of decisive legislanore in the shape of decisive legisla

REPORT ON WATER

Commissioner Frank M. Mathews Files His Balance Sheet for Year.

Land and Water Commissioner Frank for the year ending Dec. 31, with Mayor Bransford. The report is a very exhaus live recital of the business of the of ace, many pages being devoted to an inventory of the city's possessions both in the city and county of Salt Lake, and

in the city and county of Salt Lake, and in outside counties.

The scope and jurisdiction of this office, covers the waters of City Creek, Emigration. Parley's and Big Cottonwood canyons, and Jordan and Salt Lake canals. The office also keeps a record of the real estate owned by the city and all transactions affecting them.

The expense summary of the report shows the following expenditures for the year, Land and water commissioners office, 2.586.70; Parloy's canyon, (farm), \$1.886.64; Jordan and Salt Lake canals, \$6.786.25; City Creek emyon, \$1.386.78; City Creek emyon, \$1.386.78; City Creek emyon, \$1.386.78; Total, \$14.686.78; Big Cottonwood, \$1.692.50; City Creek emyon, \$1.692.50; City Creek emyon, \$1.692.50; City Creek emyon, \$1.692.50; Emigration canyon, \$1.865, Parley's canoyon, \$1.686.78; Big Cottonwood, \$1.692.50; Total, \$14.692.50; Cottonwood, \$1.692.50; Cottonwood, \$1.692.5